

**MINUTES**  
**VILLAGE OF FLAT ROCK COUNCIL SPECIAL MEETING WITH NCDOT**  
**HIGHLAND LAKE ROAD IMPROVEMENT PROJECT**  
**ASSEMBLY ROOM**  
**JUNE 20, 2017**  
**2:00 P.M.**

Mayor Staton, Vice Mayor Weedman and Council Members Brown, Coletta, Gooch, and Jamerson, Village Administrator Boleman, Park Commission Chairman Don Farr, and Flat Rock residents Wendy Beville, Pete Bonesteel, and Chris McDonnell were in attendance. Council Member Dockendorf was not present.

Mr. Reese Shuler, with Vaughn and Melton Civil Engineers, stated he is working with NCDOT on the development of Project U5887, Highland Lake Road from Greenville Highway to Spartanburg Highway. Mr. Ed Greene, NCDOT Division 14 Engineer, Mr. Bryan Birch, NCDOT Division 14 Project Development Engineer, Mr. Joel Setzer of Vaughn and Melton, and Mr. Steve Williams, NCDOT Division 14 Planning Engineer, were also present.

Mr. Shuler stated to date they have prepared two conceptual designs based on a meeting a couple of months ago with Park Commission in what the Village wishes to see in NCDOT's proposed design for the road. He presented two alternative designs and explained the roadway footprints between the two alternatives are basically the same with curb and gutter roadway, 14ft lanes, one in each direction with turn lanes in the curve where Highland Park Road, Highland Lake Drive, park entrance, and Highland Golf Drive. He stated they are following the existing alignment of the roadway, and trying to do most, if not all, of the roadway improvements within the park, and minimize the impact on private properties on the south side of the roadway. Mr. Shuler explained the Alternate #1 design utilizes a 10ft multi-use path on the park side of the road, while on the opposite side would be curb and gutter with a small berm and any necessary drainage features.

He recognizes the difficulty in running the multi-use path through the church property to connect to Greenville Highway without impacting the church to the greatest extent. Currently the multi-use path is shown right with the roadway as shown most of the way, NCDOT will need to discuss with the church a better way to connect Greenville Highway to the multi-use path.

The creek crossing currently is a double piped system, which they will look at replacing and upgrading to a box culvert. He stated they are looking at not impacting the Highland Lake dam and the rock walls below the dam. A detail they are working on is the existing path falls under the fill slope of the road, so the multi-use path will be put in at bottom of the fill slope in that particular area. He mentioned a few spots of grading will be done on the other side of the road where the hillside comes close to the road. They want to stay within the general layout of the existing roadway.

In a discussion of a sharp curve, trying to improve (dampen) coming inside the existing curve into the park, Council Member Coletta asked if such dampening would result in increased speed around the curve. Mr. Shuler explained when you reduce a radius of a curve, your trying to maintain a design speed. The radius of the curve currently is substandard. He feels they will not be able to get the curve to a true 35mph radius, but are trying to improve the situation. Improving the curve will provide better sight distance for the two intersecting roadways, and left turn lanes will be added.

Council Member Weedman asked about sight distance on a curve. Mr. Shuler explained when designing a road, one of the first things you have to select is what speed are you designing for. You design for five miles over the posted speed limit. When you have a design speed that defines what your sight distance needs to be, there are several factors to consider in determining sight distance.

NCDOT is reviewing the best solution for the slope coming across the railroad tracks. The current profile does not meet design standards. Mr. Shuler stated the existing sidewalk on the city's side, is a standard 5ft sidewalk with plans to maintain on both sides of the roadway. NCDOT looked at how to connect a multi-use path in Flat Rock to the sidewalk features across the railroad tracks, in the best way for bike/pedestrians to cross the tracks. They concluded the best way would be to take the multi-use path across the tracks, then provide some level of pedestrian crossing at a safe distance from the tracks with a beacon concept.

There were concerns expressed about the number of trees that will be affected in widening the road. Mr. Shuler stated this is a NCDOT project, they do not take land for nothing, there is a right of way acquisition process.

Ms. Wendy Beville asked if there would be a guardrail between the multi-use path and the park. There will be no guardrail, there will be a curve and a gradual slope on the City of Hendersonville/Henderson County side. It was stated that there is potential for NCDOT to do some plantings in this area.

There were discussions of the existing park entrance and the new entrance, the removal of the island at Highland Golf Drive, and the entrance access for emergency vehicles.

The forecast for construction of the project to begin is 2020. NCDOT is scheduled to start acquiring right of ways/easements in August 2018.

Mr. Shuler presented the Alternate #2 design. The only difference between the two alternates is #2 shows no multi-use paths or sidewalks.

In a discussion of whether to install multi-use paths or sidewalks, a question raised was the costs the Village would incur if a sidewalk was added to this alternate design. The Village would be responsible for a 20% participation cost. Administrator Boleman stated the Village's Comprehensive Land Use Plan that the Planning Board drafted and the Council adopted supports multi-use paths. In conclusion, Council agreed with this design, with the addition of a sidewalk.

NCDOT will change the Alternate #2 design to show a sidewalk, and give Council cost estimates on both alternate designs to help Council decide.

NCDOT stated they plan to present designs approved by the Village Council to the public at a public meeting in September 2017.

With no further discussions, the meeting adjourned at 3:45 p.m.

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Michelle Parker, CMC  
Village Clerk

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Robert V. Staton  
Mayor